

AMENDMENTS TO THE DRAWINGS:

The attached drawings include changes to Figs. 1-4 and replace the original sheets depicting Figs. 1-4.

Each of Figs. 1-4 have been amended by inserting "J" and "W-1, W2, W-3, and W-4" therein.

Attachment: Replacement Sheets (FIGS. 1-4)

Annotated Sheets (FIGS. 1-4)

REMARKS

Reconsideration of the present application is respectfully requested.

Claims 1-3 have been amended to overcome the informalities noted in section no. 1 of the Official Action.

In addition, claims 1-3 have been amended to clarify the relationship between the hydraulic passage and the hydraulic pressure supply passage.

The present invention relates to a vehicle hydraulic brake device, and four preferred embodiments thereof are disclosed in connection with Figs. 1-4, respectively. For example, in Fig. 1, a "hydraulic passage" 12 leads from a pressure adjusting valve 3 to wheel cylinders 7-1 and 7-2 (and a hydraulic passage 12, 16 leads from the pressure adjusting valve 3 to wheel cylinders 7-3 and 7-4). A hydraulic pressure supply passage 20 supplies hydraulic pressure from the hydraulic pressure source to the hydraulic passage at a junction J therewith (see the drawing amendment for the reference letter J). A first proportional solenoid valve 21 is provided in the hydraulic pressure supply passage 20 for reducing the output hydraulic pressure of the hydraulic pressure source to a first value before it is supplied to the hydraulic passage 12. A second proportional solenoid valve 22 is provided in the hydraulic passage 12 at a location between the pressure adjusting valve 3 and the junction J. The second proportional valve 22 is operable for reducing the output hydraulic pressure supplied from the hydraulic pressure supply passage. A check valve 23 is provided in parallel to the second proportional solenoid valve for allowing fluid flow from the pressure adjusting valve in the hydraulic passage 12 to by-pass the second proportional solenoid valve 22.

Thus, claim 1 clearly demonstrates the relationship between the "hydraulic passage" and the "hydraulic pressure supply passage."

Original claim 1 was rejected as anticipated by Ota et al., which discloses valves PC7 and SA3. Even assuming, for the sake of argument, that those valves can be considered as proportional solenoid valves, both valves PC7 and SA3 are disposed in the same passage – they are not disposed in separate passages designated as a hydraulic passage and a hydraulic pressure supply passage, respectively, in claim 1.

Accordingly, it is submitted that claim 1 distinguishes patentably over Ota et al.

Independent claims 2 and 3, which are readable on the embodiments of Figs. 3 and 4, respectively, also distinguish patentably over Ota et al for the same reasons as applied to claim 1.

Accordingly, it is submitted that the present application is in condition for allowance.

Respectfully submitted,

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Fig.1

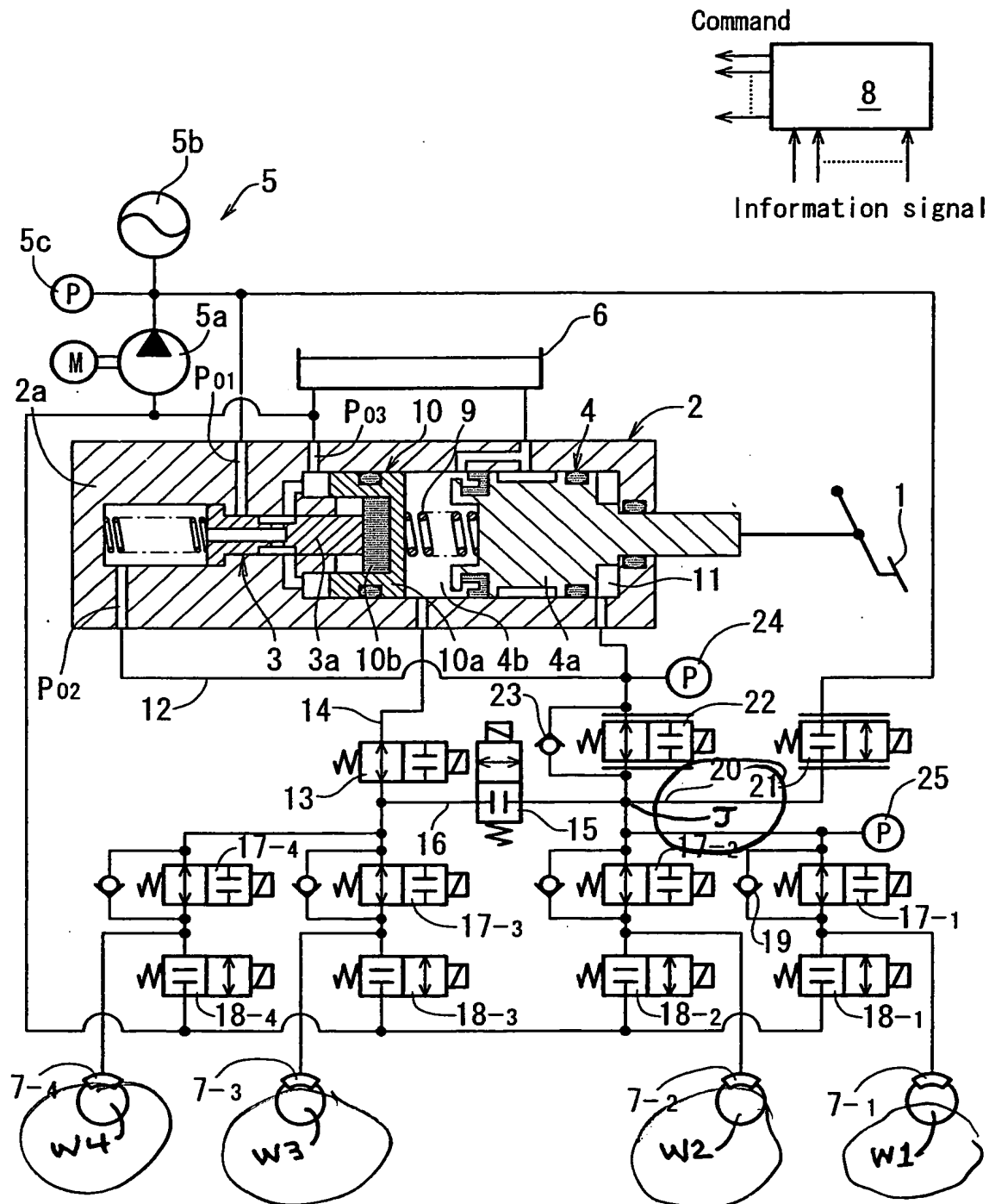


Fig.2

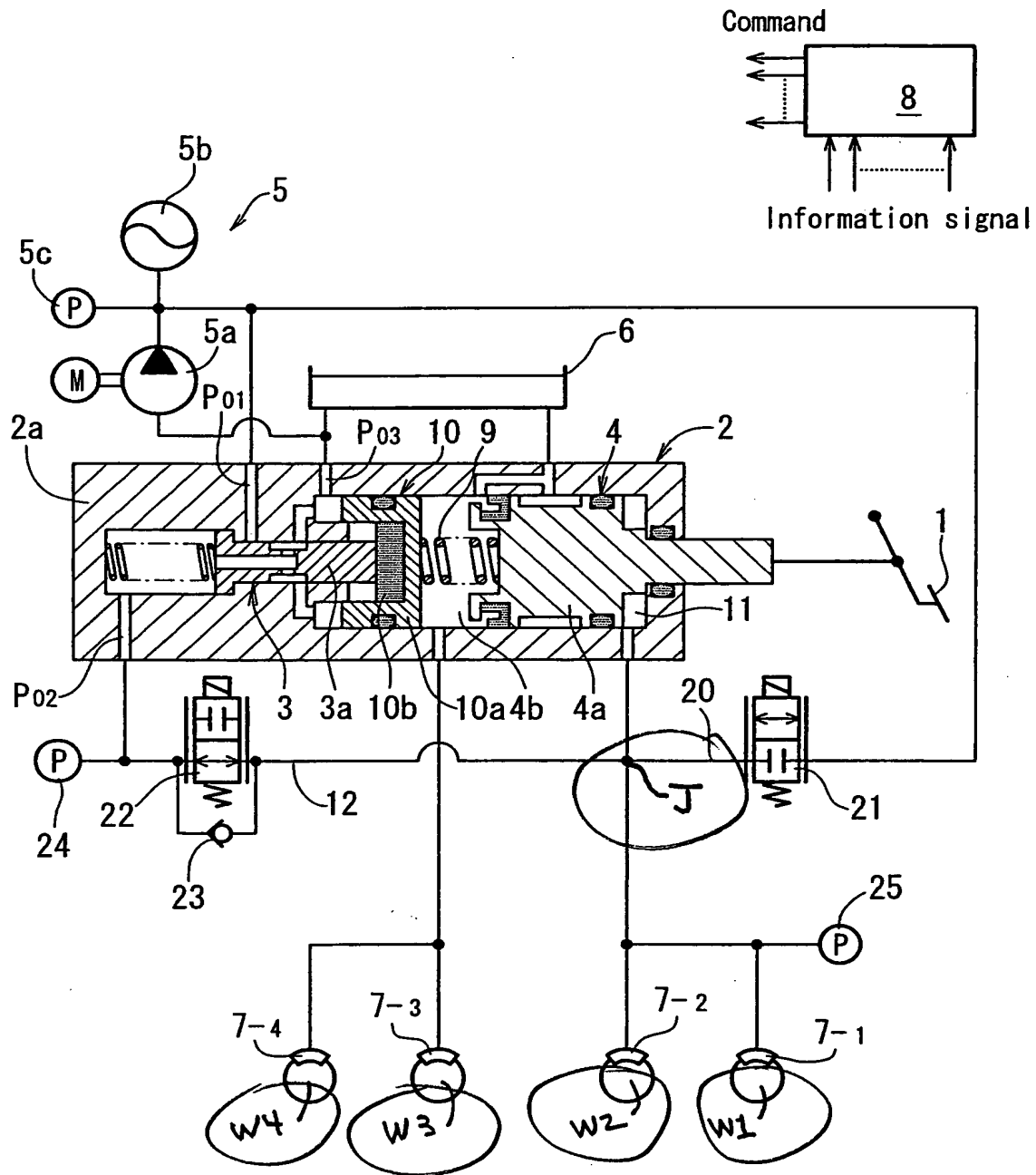


Fig.4

